AMENDMENTS TO THE SPECIFICATION

Please amend the paragraph under the heading "Field of the Invention" on page 1 as follows:

This invention relates generally to bicycle frame rear suspension systems, and more particularly to a bicycle frame with rear passive suspension configured to elastically deflect predominantly in ~~only the~~ a vertical direction under normal cycling loads so as to better isolate the rider from road-surface irregularities and roughness, while simultaneously maintaining or improving rigidity in other directions so as to preserve or improve handling.

Please amend the last paragraph on page 4 as follows:

The present invention is distinguished over the prior art in general, and these patents in particular by a bicycle frame having a rear passive suspension system configured to elastically deflect predominantly in ~~only the~~ a vertical direction under normal cycling loads so as to better isolate the rider from road-surface irregularities and roughness, while simultaneously maintaining or improving rigidity in other directions so as to preserve or improve handling. The frame has a pair of upper chain stays that control the rear wheel motion rigidly in five of the six degrees of freedom with stiffness comparable to existing road bicycle designs, while simultaneously allowing deflection of the tubular members and a significant amount of vertical movement of the rear wheel for ride compliance in order to improve handling, comfort, and safety.

Please amend the first paragraph on page 6 as follows:

The above noted objects and other objects of the invention are accomplished by a bicycle frame having a rear passive suspension system configured to elastically deflect predominantly in ~~only the~~ a vertical direction under normal cycling loads so as to better isolate the rider from road-surface irregularities and roughness, while simultaneously maintaining or improving rigidity in other directions so as to preserve or improve handling. The frame has a pair of upper chain stays that control the rear wheel motion rigidly in five of the six degrees of freedom with stiffness comparable to existing road bicycle designs, while simultaneously allowing deflection of the tubular members and a significant amount of vertical movement of the rear wheel for ride compliance in order to improve handling, comfort, and safety.

Please amend the last paragraph beginning on page 21 as follows:

Although the preferred embodiment of the present invention has been described as having upper and lower chain stay members, it should be understood that they may be combined into one functional member. For example, a single pair of chain stay members may be connected at a forward end with the bottom bracket shell so as to allow slight rotation thereof about a horizontal axis whereby the single pair of chain stays control rear wheel motion predominantly in ~~only~~ a vertical direction and allow a predetermined amount of elastic deflection of the seat tube and the down tube to isolate the rider from road-surface irregularities and roughness, while maintaining rigidity in other directions to improve handling, comfort, and safety.